



U.S. Department
of Transportation

Box 50244
Honolulu, HI 96850

**Federal Aviation
Administration**

May 13, 2010

City and County of Honolulu
Attn: Toru Hamayasu
1099 Alakea Street
17th Floor
Honolulu, HI 96813

RE: *(See attached Table 1 for referenced case(s))*
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2010-AWP-800-NRA		HONOLULU, HI	21-20-17.65N	157-55-22.41W	93	115
2010-AWP-801-NRA		HONOLULU, HI	21-19-58.60N	157-54-09.38W	37	46
2010-AWP-802-NRA		HONOLULU, HI	21-19-57.96N	157-54-05.23W	48	58

Description: This case refers to Site 1 where the elevated rail transit guideway enters HNL from the Ewa side. This Form 7460-1 addresses three locations: crossing the H-1 Viaduct into HNL at Aolele Street(this Case), the extension of the centerline of Runway 4L/22R at the rail guideway, the extension of the centerline of Runway 4R at the location of the Lagoon Drive Station at the intersection with Ualena Street. The vehicle envelope is a 14 foot tall rectangle that is a contractual limit for vendors bidding on rail vehicles. Therefore, the total elevation of the structure will not exceed 93' AGL at this location.

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2E, "Operational Safety on Airports During Construction."

This letter has been revised to correct Site #2 aeronautical study number. It should read 2010-AWP-801-NRA.

This determination refers to subject aeronautical studies 2010-AWP-800,801,802-NRA and Site Nos. 1, 2 and 3 accordingly. If the proposed project creates visual or electronic interference with the air traffic controllers, pilots, nav aids or aircraft, the project must stop and the issues mitigated. Please coordinate all construction work with the Airport Manager, FAA SOC Manager and the ATCT Manager.

Referring to Site #1, 2010-AWP-800-NRA, where the elevated rail transit guideway enters HNL from the Ewa side. Recommend to install red obstruction lights at the highest point for that section of the rail prior to entering airport property. Structure at this site will not exceed 93' AGL or 115' AMSL and includes height of the rail car.

Referring to Site #2, 2010-AWP-801-NRA, at an extension of Runway 4L/22R. This Form 7460-1 addresses the crossing the H-1 Viaduct into HNL at Aolele Street, at an extension of the centerline of Runway 4L/22R at the rail guideway. The vehicle envelope is a 14 foot tall rectangle that is a contractual limit for vendors bidding on rail vehicles. Therefore, the total elevation at Site 2 will not exceed 37' AGL or 46' AMSL and includes height of the rail car.

Referring to Site #3, 2010-AWP-802-NRA, the rail station at Lagoon Drive. This Form 7460-1 addresses at the location of the Lagoon Drive Station at the intersection with Ualena Street. The cross-section in this Case shows the dimensions of the Lagoon Drive Station. The total elevation at Site 3 will not exceed 48' AGL or 58' AMSL and includes height of the rail station structure.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on November 13, 2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Steven Wong, (808)541-1225, steve.wong@faa.gov.

Steven Wong
DivUser
Ray Sukys, FTA Region IX
Brennon Morioka, HDOT
Brian Sekiguchi, HDOTA
Jim Pratt, HNL Manager
Mark McClardy, AWP Div. Mgr.
Robert Rabideau, FAA HCF

